



U.S. Department
of Transportation

Federal Aviation
Administration

800 Independence Ave., S.W.
Washington, D.C. 20591

Transmittal Letter 96-09

April 5, 1996

PREPARED BY AERONAUTICAL INFORMATION SERVICES, ATA-100

The enclosed Standard Instrument Approach Procedures, Departure Procedures/Takeoff Minimums, and Fix Actions are effective as indicated. Further, the fix actions listed below are effective concurrent with the instrument approach procedures involved in this amendment notwithstanding the 56-day cycle amendment to Non-compulsory Radio Fixes.

ESTABLISH

HILRY, IA:	422453.02N/0962254.89W CHART: AL
JMBON, IA:	423453.18N/0962245.25W CHART: AL
EDVAW, KS:	370000.30N/0954639.31W CHART: AL
LUREX, KS:	371100.56N/0953916.29W CHART: AL, EL
GUDNY, TX:	284521.53N/0963417.31W CHART: AL

The following are corrected copies of procedures published in Transmittal Letters 96-03, 96-04, 96-05, 96-07 and 96-08.

Palo Alto, CA, Palo Alto of Santa Clara Co., GPS RWY 30, Orig
Lafayette, LA, Lafayette Regional, GPS RWY 29, Orig
Monett, MO, Monett Muni, GPS RWY 35, Orig
Las Vegas, NM, Las Vegas Muni, GPS RWY 2, Orig
Hettinger, ND, Hettinger Municipal, GPS RWY 30, Orig
Sioux Falls, SD, Joe Foss Field, ILS RWY 21, Amdt 8
Houston, TX, Houston Intercontinental, GPS RWY 26, Orig

The following proposed procedures are provided as an advance planning aid to producers of aeronautical charts. New forms shall be provided following the flight check of the procedures and facilities to firmly establish such dates and other amended data as required.

Chetek, WI, Chetek Muni-Southworth, VOR/DME-A, Orig

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION - FLIGHT OPERATIONS
DEPARTURE PROCEDURES/TAKEOFF MINIMUMS

Auburn, CA, Auburn Muni, Orig

Manville, NJ, Kupper, Orig

Chillicothe, OH, Ross County, Amdt 3

Tooele, UT, Bolinder Field-Tooele Valley, Orig

The following proposed procedures are provided as an advance planning aid to producers of aeronautical charts. New forms shall be provided following the flight check of the procedures and facilities to firmly establish such dates and other amended data as required.

Chetek, WI, Chetek Muni-Southworth, VOR/DME-A, Orig

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION - FLIGHT OPERATIONS
DEPARTURE PROCEDURES/TAKEOFF MINIMUMS

Auburn, CA, Auburn Muni, Orig

Manville, NJ, Kupper, Orig

Chillicothe, OH, Ross County, Amdt 3

Tooele, UT, Bolinder Field-Tooele Valley, Orig

The following proposed procedures are provided as an advance planning aid to producers of aeronautical charts. New forms shall be provided following the flight check of the procedures and facilities to firmly establish such dates and other amended data as required.

Chetek, WI, Chetek Muni-Southworth, VOR/DME-A, Orig

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION - FLIGHT OPERATIONS
DEPARTURE PROCEDURES/TAKEOFF MINIMUMS

Auburn, CA, Auburn Muni, Orig

Manville, NJ, Kupper, Orig

Chillicothe, OH, Ross County, Amdt 3

Tooele, UT, Bolinder Field-Tooele Valley, Orig

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE																	
FLIGHT STANDARDS SERVICE - FAR PART 97. 33																	
TERMINAL ROUTES								MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: JAQYY WP							
EOS VOR/DME		KAMLY WP		103.16/21.37				3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.							
KAMLY WP		EFFCO WP		356.00/5.00				3000									
										ADDITIONAL FLIGHT DATA: HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3							
		THIS IS A CORRECTED COPY OF A PROCEDURE PUBLISHED IN TL96- 05															
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)																	
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																	
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																	
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																	
8. MSA FROM: JAQYY WP 3100								MAG VAR: 4E EPOCH YEAR: 95									
MINIMUMS																	
TAKEOFF: X STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N A X									
CATEGORY >>>>>		A			B			C			D			E			
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA					
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA					
NOTES:																	
CITY AND STATE		ELEVATION:		1315		TDZE:		1310		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP	
MONETT, MO		AIRPORT		MONETT MUNI						GPS		25 APR 96 GPS RWY 36, ORIG				AMDT NONE	
																DATE	

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
GPS RNAV								STANDARD INSTRUMENT APPROACH PROCEDURE									
FLIGHT STANDARDS SERVICE - FAR PART 97. 33																	
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: JAQYY WP							
EOS VOR/DME		KAMLY WP		103.16/21.37				3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.							
KAMLY WP		EFFCO WP		356.00/5.00				3000									
										ADDITIONAL FLIGHT DATA: HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3							
THIS IS A CORRECTED COPY OF A PROCEDURE PUBLISHED IN TL96- 05																	
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)																	
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																	
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																	
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																	
8. MSA FROM: JAQYY WP 3100																	
MAG VAR: 4E EPOCH YEAR: 95																	
MINIMUMS																	
TAKEOFF: <input checked="" type="checkbox"/> STANDARD SEE FAA FORM 8260-15 FOR THIS AIRPORT ALTERNATE: N <input type="checkbox"/> A <input checked="" type="checkbox"/> X																	
CATEGORY		A			B			C			D			E			
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA					
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA					
NOTES:																	
CITY AND STATE		ELEVATION:		1315		TDZE:		1310		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP	
MONETT, MO		AIRPORT		MONETT MUNI						GPS		25 APR 96 GPS RWY 36, ORIG				AMDT NONE	
																DATE	

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE																
FLIGHT STANDARDS SERVICE - FAR PART 97. 33																
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: JAQYY WP						
EOS VOR/DME		KAMLY WP		103.16/21.37				3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.						
KAMLY WP		EFFCO WP		356.00/5.00				3000								
										ADDITIONAL FLIGHT DATA: HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3						
		THIS IS A CORRECTED COPY OF A PROCEDURE PUBLISHED IN TL96- 05														
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)														MAG VAR: 4E EPOCH YEAR: 95		
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																
8. MSA FROM: JAQYY WP 3100																
MINIMUMS																
TAKEOFF: X STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N A X								
CATEGORY >>>>>		A			B			C			D			E		
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA				
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA				
NOTES:																
CITY AND STATE		ELEVATION: 1315 TDZE: 1310		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
MONETT, MO		MONETT MUNI		GPS		25 APR 96 GPS RWY 36, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
GPS RNAV								STANDARD INSTRUMENT APPROACH PROCEDURE								
FLIGHT STANDARDS SERVICE - FAR PART 97. 33																
TERMINAL ROUTES										MISSED APPROACH						
FROM			TO			COURSE AND DISTANCE			ALTITUDE		MAP: JAQYY WP					
EOS VOR/DME			KAMLY WP			103.16/21.37			3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.					
KAMLY WP			EFFCO WP			356.00/5.00			3000							
											ADDITIONAL FLIGHT DATA:					
											HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3					
1. PT NA SIDE OF COURSE OUTBOUND F-T WITHIN MILES OF (IAF)																
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																
8. MSA FROM: JAQYY WP 3100																
MAG VAR: 4E EPOCH YEAR: 95																
MINIMUMS																
TAKEOFF: <input checked="" type="checkbox"/> STANDARD SEE FAA FORM 8260-15 FOR THIS AIRPORT ALTERNATE: N <input type="checkbox"/> A <input checked="" type="checkbox"/> X																
CATEGORY		A			B			C			D			E		
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA				
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA				
NOTES:																
CITY AND STATE				ELEVATION: 1315 TDZE: 1310				FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP		
MONETT, MO				MONETT MUNI				GPS		25 APR 96 GPS RWY 36, ORIG				AMDT NONE		
														DATE		

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
GPS RNAV								STANDARD INSTRUMENT APPROACH PROCEDURE									
FLIGHT STANDARDS SERVICE - FAR PART 97. 33																	
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: JAQYY WP							
EOS VOR/DME		KAMLY WP		103.16/21.37				3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.							
KAMLY WP		EFFCO WP		356.00/5.00				3000									
										ADDITIONAL FLIGHT DATA:							
										HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3							
1. PT NA SIDE OF COURSE OUTBOUND F-T WITHIN MILES OF (IAF)																	
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																	
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																	
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																	
8. MSA FROM: JAQYY WP 3100																	
MAG VAR: 4E EPOCH YEAR: 95																	
MINIMUMS																	
TAKEOFF: <input checked="" type="checkbox"/> STANDARD SEE FAA FORM 8260-15 FOR THIS AIRPORT ALTERNATE: N <input type="checkbox"/> A <input checked="" type="checkbox"/> X																	
CATEGORY		A			B			C			D			E			
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA					
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA					
NOTES:																	
CITY AND STATE		ELEVATION:		1315		TDZE:		1310		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP	
MONETT, MO		AIRPORT		MONETT MUNI						GPS		25 APR 96 GPS RWY 36, ORIG				AMDT NONE	
																DATE	

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE								FLIGHT STANDARDS SERVICE - FAR PART 97. 33								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: JAQYY WP						
EOS VOR/DME		KAMLY WP		103.16/21.37				3000		CLIMB TO 3000 DIRECT TIFFR WP AND HOLD.						
KAMLY WP		EFFCO WP		356.00/5.00				3000								
										ADDITIONAL FLIGHT DATA: HOLD N, RT, 176 Inbound. FAS OBST: 1459 Tree 365017/935958 CHART: KM58 AWOS-3						
1. PT NA SIDE OF COURSE OUTBOUND F-T WITHIN MILES OF (IAF)														MAG VAR: 4E EPOCH YEAR: 95		
2. Hold S KAMLY WP, RT, 356.00 INBOUND, 3000 FT IN LIEU OF PT (IAF).																
3. FAC 356.00 FAF EFFCO WP DIST FAF TO MAP - THLD 5.00																
4. MIN. ALT KAMLY WP 3000, EFFCO WP 3000																
8. MSA FROM: JAQYY WP 3100																
MINIMUMS																
TAKEOFF: X STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N A X								
CATEGORY >>>>>		A			B			C			D			E		
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA
S-36		1720	1	410	1720	1	410	1720	1 1/4	410		NA				
CIRCLING		1740	1	425	1780	1	465	1780	1 1/2	465		NA				
NOTES:																
CITY AND STATE		ELEVATION: 1315		TDZE: 1310		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP				
MONETT, MO		MONETT MUNI		GPS		25 APR 96				AMDT NONE						
						GPS RWY 36, ORIG				DATE						

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

COORDINATED

TAKEOFF MINIMUMS:

RWY 25 - 30' AGL TREES 550' FROM DEPARTURE END OF RUNWAY, 500' RIGHT OF CENTERLINE.

RWY 25 CLIMB RUNWAY HEADING TO 3000, INTERCEPT AND PROCEED VIA MYV VOR/DME R-098 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

RWY 7 - 2119 TREE 385812/1210231

***CONCURRENT WITH GPS RWY 7, ORIGINAL**

APPROVED BY _____

~~FIFO~~: AVN-120

ORIG

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

COORDINATED

TAKEOFF MINIMUMS:

ORIG

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

COORDINATED

TAKEOFF MINIMUMS:

RWY 25 - 30' AGL TREES 550' FROM DEPARTURE END OF RUNWAY, 500' RIGHT OF CENTERLINE.

RWY 25 CLIMB RUNWAY HEADING TO 3000, INTERCEPT AND PROCEED VIA MYV VOR/DME R-098 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

DEPARTURE OBSTACLES:

RWY 7 - 2119 TREE 385812/1210231

***CONCURRENT WITH GPS RWY 7, ORIGINAL**

APPROVED BY

DATE: 03/04/96

FIFO: AVN-120

AMDT. NO.

ORIG

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

COORDINATED

OTHER (specify)
☒ ZOA, SAC AP

ZOA, SAC APCH, AMGR

ORIG

U.S. DEPARTMENT of
TRANSPORTATION

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles, except visibilities which are in statute miles or in feet RVR.

COORDINATED

AT
☐

AA
☐

ALP
☐

AP
☐

AOP
☒

NBA
☒

OTHER (specify)
☒ ZOA, SAC APCH, AMGR

TAKEOFF MINIMUMS:

RWY 7: CATEGORIES A and B 600-2 or STANDARD WITH A MINIMUM CLIMB OF 350' PER NM TO 2300'. CATEGORIES C and D NOT AUTHORIZED.

RWY 25: CATEGORIES A and B 300 -1 or STANDARD WITH A MINIMUM CLIMB OF 390' PER NM TO 1700'. CATEGORIES C and D NOT AUTHORIZED.

RWY 7 - 100' AGL TREES 1600' FROM DEPARTURE END OF RUNWAY, 575' RIGHT OF CENTERLINE.

RWY 7 - 100' AGL TREES 1700' FROM DEPARTURE END OF RUNWAY, 700' RIGHT OF CENTERLINE.

RWY 25 - 30' AGL TREES 550' FROM DEPARTURE END OF RUNWAY, 500' RIGHT OF CENTERLINE.

IFR DEPARTURE PROCEDURE:

RWY 7 CLIMBING LEFT TURN TO 3000 HEADING 305, INTERCEPT MYV VOR/DME R-089 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

RWY 25 CLIMB RUNWAY HEADING TO 3000, INTERCEPT AND PROCEED VIA MYV VOR/DME R-098 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

TAKEOFF OBSTACLES:

RWY 7 - 2019 TREE 385753/1210217

RWY 25 - 1619 TREE 385716/1210539

DEPARTURE OBSTACLES:

RWY 7 - 2119 TREE 385812/1210231

*CONCURRENT WITH GPS RWY 7, ORIGINAL

DEVELOPED BY

APPROVED BY

SIGNATURE:

DATE: 03/01/96

SIGNATURE:

DATE: 03/04/96

JIM MCFARLANE (G.M. YARDLEY)

FIFO: AVN-120

WILLIAM R. HENDERSON

FIFO: AVN-120

CITY AND STATE

AUBURN, CA

AIRPORT

AUBURN MUNI

EFFECTIVE

*

AMDT. NO.

ORIG

U.S. DEPARTMENT of
TRANSPORTATION

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles, except visibilities which are in statute miles or in feet RVR.

COORDINATED

AT
☐

AA
☐

ALP
☐

AP
☐

AOP
☒

NBA
☒

OTHER (specify)
☒ ZOA, SAC APCH, AMGR

TAKEOFF MINIMUMS:

RWY 7: CATEGORIES A and B 600-2 or STANDARD WITH A MINIMUM CLIMB OF 350' PER NM TO 2300'. CATEGORIES C and D NOT AUTHORIZED.

RWY 25: CATEGORIES A and B 300 -1 or STANDARD WITH A MINIMUM CLIMB OF 390' PER NM TO 1700'. CATEGORIES C and D NOT AUTHORIZED.

RWY 7 - 100' AGL TREES 1600' FROM DEPARTURE END OF RUNWAY, 575' RIGHT OF CENTERLINE.

RWY 7 - 100' AGL TREES 1700' FROM DEPARTURE END OF RUNWAY, 700' RIGHT OF CENTERLINE.

RWY 25 - 30' AGL TREES 550' FROM DEPARTURE END OF RUNWAY, 500' RIGHT OF CENTERLINE.

IFR DEPARTURE PROCEDURE:

RWY 7 CLIMBING LEFT TURN TO 3000 HEADING 305, INTERCEPT MYV VOR/DME R-089 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

RWY 25 CLIMB RUNWAY HEADING TO 3000, INTERCEPT AND PROCEED VIA MYV VOR/DME R-098 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

TAKEOFF OBSTACLES:

RWY 7 - 2019 TREE 385753/1210217

RWY 25 - 1619 TREE 385716/1210539

DEPARTURE OBSTACLES:

RWY 7 - 2119 TREE 385812/1210231

*CONCURRENT WITH GPS RWY 7, ORIGINAL

DEVELOPED BY

APPROVED BY

SIGNATURE:

DATE: 03/01/96

SIGNATURE:

DATE: 03/04/96

JIM MCFARLANE (G.M. YARDLEY)

FIFO: AVN-120

WILLIAM R. HENDERSON

FIFO: AVN-120

CITY AND STATE

AUBURN, CA

AIRPORT

AUBURN MUNI

EFFECTIVE

*

AMDT. NO.

ORIG

DEPARTURE PROCEDURES /TAKEOFF MINIMUMS

COORDINATED

TAKEOFF MINIMUMS:

RWY 25 - 30' AGL TREES 550' FROM DEPARTURE END OF RUNWAY, 500' RIGHT OF CENTERLINE.

RWY 25 CLIMB RUNWAY HEADING TO 3000, INTERCEPT AND PROCEED VIA MYV VOR/DME R-098 TO MYV VOR/DME, THEN VIA ASSIGNED ROUTING.

RWY 7 - 2119 TREE 385812/1210231

APPROVED BY

DATE: 03/04/96

FIFO: AVN-120

ORIG

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days..

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH											
FROM			TO			COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____											
MINIMUMS																					
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____									
CATEGORY <small>==a==></small>				A		B		C		D		E									
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA					
NOTES : <div style="text-align: center;">PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u></div>																					
CITY AND STATE				ELEVATION: 820		TDZE: 818		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP							
INDEPENDENCE, KS				INDEPENDENCE MUNI		IDP		NDB or GPS RWY 17, Amdt 1				AMDT				ORIGINAL					
												DATE				24 JAN 80					

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH											
FROM			TO			COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____											
MINIMUMS																					
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____									
CATEGORY <small>==a==></small>				A		B		C		D		E									
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA					
NOTES : <div style="text-align: center; margin-top: 20px;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																					
CITY AND STATE				ELEVATION: 820 TDZE: 818				FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP							
INDEPENDENCE, KS				INDEPENDENCE MUNI				IDP		NDB or GPS RWY 17, Amdt 1				AMDT ORIGINAL							
														DATE 24 JAN 80							

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH											
FROM			TO			COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____											
MINIMUMS																					
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____									
CATEGORY <small>==a==></small>				A		B		C		D		E									
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA					
NOTES : <div style="text-align: center; margin-top: 50px;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																					
CITY AND STATE				ELEVATION: 820		TDZE: 818		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP							
INDEPENDENCE, KS				INDEPENDENCE MUNI		IDP		NDB or GPS RWY 17, Amdt 1				AMDT		ORIGINAL							
												DATE		24 JAN 80							

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH											
FROM			TO			COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____											
MINIMUMS																					
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____									
CATEGORY <small>==a==></small>				A		B		C		D		E									
		MDA		VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA				
NOTES : <div style="text-align: center;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																					
CITY AND STATE				ELEVATION: 820 TDZE: 818				FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP							
INDEPENDENCE, KS				INDEPENDENCE MUNI				IDP		NDB or GPS RWY 17, Amdt 1				AMDT		ORIGINAL					
														DATE		24 JAN 80					

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH									
FROM			TO			COURSE AND DISTANCE				ALTITUDE		MAP:							
										ADDITIONAL FLIGHT DATA:									
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____									
MINIMUMS																			
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____							
CATEGORY <small>==a==></small>				A		B		C		D		E							
		MDA		VIS	HAT/HAA	MDA		VIS	HAT/ HAA	MDA		VIS	HAT/ HAA	MDA		VIS	HAT/HAA		
NOTES : <div style="text-align: center; margin-top: 50px;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																			
CITY AND STATE				ELEVATION: 820 TDZE: 818				FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP					
INDEPENDENCE, KS				INDEPENDENCE MUNI				IDP		NDB or GPS RWY 17, Amdt 1				AMDT ORIGINAL					
														DATE 24 JAN 80					

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:									
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____									
MINIMUMS																			
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____							
CATEGORY <small>==a==></small>				A		B		C		D		E							
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/HAA			
NOTES : <div style="text-align: center;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																			
CITY AND STATE				ELEVATION: 820		TDZE: 818		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP					
INDEPENDENCE, KS				INDEPENDENCE MUNI		IDP		NDB or GPS RWY 17, Amdt 1				AMDT				ORIGINAL			
												DATE				24 JAN 80			

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 27										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP:									
										ADDITIONAL FLIGHT DATA:									
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. _____ 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 3. MSA FROM: _____										MAG VAR: _____ EPOCH YEAR: _____									
MINIMUMS																			
TAKEOFF: _____		STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT								ALTERNATE: N A _____							
CATEGORY <small>==a==></small>				A		B		C		D		E							
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/HAA			
NOTES : <div style="text-align: center;"> PROCEDURE CANCELLED EFFECTIVE <u>25 APR 96</u> </div>																			
CITY AND STATE				ELEVATION: 820		TDZE: 818		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO./ EFFECTIVE DATE:				SUP					
INDEPENDENCE, KS				INDEPENDENCE MUNI		IDP		NDB or GPS RWY 17, Amdt 1				AMDT				ORIGINAL			
												DATE				24 JAN 80			

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFYWP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP		150.52/17.05				4300								
ROZZY INT		YADFY WP		356.46/12.31				3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E		EPOCH YEAR: 95				
MINIMUMS																
TAKEOFF: <input type="checkbox"/>		STANDARD <input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/>		X <input type="checkbox"/>						
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFY WP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP		150.52/17.05				4300								
ROZZY INT		YADFY WP		356.46/12.31				3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/> X <input type="checkbox"/>								
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO			COURSE AND DISTANCE			ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFYWP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP			150.52/17.05			4300								
ROZZY INT		YADFY WP			356.46/12.31			3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/> X <input type="checkbox"/>								
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFYWP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP		150.52/17.05				4300								
ROZZY INT		YADFY WP		356.46/12.31				3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/> X <input type="checkbox"/>								
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33								Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFYWP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP		150.52/17.05				4300								
ROZZY INT		YADFY WP		356.46/12.31				3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/> X <input type="checkbox"/>								
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION					Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
GPS RNAV STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97.33																
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: DAKGI WP CLIMBING RIGHT TURN TO 3200 DIRECT YADFYWP AND HOLD ADDITIONAL FLIGHT DATA: FAS OBST: 1659' TREES 385726/1210518 MIRL RWY 7-25 PAPI RWY 7-25						
MRGGO INT		YADFY WP		150.52/17.05				4300								
ROZZY INT		YADFY WP		356.46/12.31				3500								
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. HOLD W YADFY WP, RT, 068.03 INBOUND 3200' IN LIEU OF PT (IAF) 3. FAC <u>068.03</u> FAF <u>YADFY WP</u> DIST FAF TO MAP - THLD 5.00 4. MIN. ALT <u>YADFY WP 3200</u> 5. MSA FROM: DAKGI WP 6800										MAG VAR: 16E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT ALTERNATE: N <input type="checkbox"/> A <input type="checkbox"/> X <input type="checkbox"/>																
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	M D A	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	
S-7	1980	1	449	1980	1	449		NA			NA					
CIRCLING	2200	1	669	2260	1	729		NA			NA					
LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING MINIMUMS																
S-7	2200	1	669	2200	1	669		NA			NA					
CIRCLING	2440	1 1/4	909	2480	1 1/4	949		NA			NA					
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE LINCOLN, CA (LINCOLN REGIONAL) ALTIMETER SETTING, WHEN NEITHER RECEIVED PROCEDURE NOT AUTHORIZED PROCEDURE NA AT NIGHT																
CITY AND STATE		ELEVATION: 1531 TDZE: 1531		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
AUBURN, CA		AUBURN MUNI		GPS		20 JUN 96 GPS RWY 7, ORIG				AMDT NONE						
										DATE						

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH							
FROM			TO			COURSE AND DISTANCE			ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER						
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS			COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME /RADAR			331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)			3000 1500		HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.						
											CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:						
											ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.						
1. PT NA SIDE OF COURSE _____ OUTBOUND _____ FT. WITHIN _____ MILES OF _____ (IAF)																	
2. PROFILE STARTS AT BENNN																	
3. FAC: 331.18 FAF: HULLZ DIST FAF TO MAP: 4.38 THLD: 4.38																	
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500																	
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975																	
6. MIN GS INCPT: 1500 GS ALT AT: _____ OM: 1479 MM: 205 IM: -																	
7. GS ANGLE: 3.00 TCH: 52																	
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500																	
MAG VAR: 16 W EPOCH YEAR: 95																	
MINIMUMS																	
TAKEOFF:		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: NA		ILS: 700 - 2				LOC: STANDARD			
CATEGORY =====>		COPTER			B			C			D			E			
		DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	
S - I L S 33L		217	1800	200	217	1800	200	217	1800	200	217	1800	200				
S - L O C 33L		480	2400	463	480	2400	463	480	4000	463	480	5000	463				
CIRCLING		640	1	620	640	1	620	640	1 3/4	620	640	2	620				
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.																	
CITY AND STATE BOSTON, MA		ELEVATION: 20 TDZE: 17 AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		FACILITY IDENTIFIER: I-LIP		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: 20 JUN 96 ILS RWY 33L, AMDT 1						SUP:					
												AMDT: ORIG					
												DATED: 18 AUG 94					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME / RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)				3000 1500		CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
										ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND.							
										FAS OBST: 216 TANK 421919 / 705754.							
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT. WITHIN MILES OF (IAF)														MAG VAR: 16 W EPOCH YEAR: 95			
2. PROFILE STARTS AT BENNN																	
3. FAC: 331.18 FAF: HULLZ DIST FAF TO MAP: 4.38 THLD: 4.38																	
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500																	
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975																	
6. MIN GS INCPT: 1500 GS ALT AT: OM: 1479 MM: 205 IM: -																	
7. GS ANGLE: 3.00 TCH: 52																	
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500																	
MINIMUMS																	
TAKEOFF:		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2				LOC: STANDARD					
CATEGORY =====>		COPTER			B			C			D			E			
		DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	
S - I L S 33L		217	1800	200	217	1800	200	217	1800	200	217	1800	200				
S - L O C 33L		480	2400	463	480	2400	463	480	4000	463	480	5000	463				
CIRCLING		640	1	620	640	1	620	640	1 3/4	620	640	2	620				
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.																	
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:						SUP:					
BOSTON, MA		AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1						AMDT: ORIG					
												DATED: 18 AUG 94					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME /RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)				3000 1500		HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
										CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
										ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT NA SIDE OF COURSE _____ OUTBOUND _____ FT. WITHIN _____ MILES OF _____ (IAF)																	
2. PROFILE STARTS AT BENNN																	
3. FAC: 331.18 FAF: HULLZ _____ DIST FAF TO MAP: 4.38 THLD: 4.38																	
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500																	
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975																	
6. MIN GS INCPT: 1500 GS ALT AT: _____ OM: 1479 MM: 205 IM: -																	
7. GS ANGLE: 3.00 TCH: 52																	
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500																	
M I N I M U M S																	
TAKEOFF: _____		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2		LOC: STANDARD							
CATEGORY =====>	COPTER			B			C			D			E				
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA		
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200					
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463					
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620					
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.																	
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:							
BOSTON, MA		GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1				AMDT: ORIG							
										DATED: 18 AUG 94							

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME /RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)				3000 1500		HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
										CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
										ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT <u>NA</u> SIDE OF COURSE _____ OUTBOUND _____ FT. WITHIN _____ MILES OF _____ (IAF)																	
2. PROFILE STARTS AT <u>BENNN</u>																	
3. FAC: <u>331.18</u> FAF: <u>HULLZ</u> _____ DIST FAF TO MAP: <u>4.38</u> THLD: <u>4.38</u>																	
4. MIN. ALT: <u>BENNN 4000, COHAS 3000, HULLZ 1500</u>																	
5. DIST TO THLD FROM OM: <u>4.38</u> MM: <u>.42</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>975</u>																	
6. MIN GS INCPT: <u>1500</u> GS ALT AT: _____ OM: <u>1479</u> MM: <u>205</u> IM: <u>-</u>																	
7. GS ANGLE: <u>3.00</u> TCH: <u>52</u>																	
8. MSA FROM: <u>HULLZ LOM 360-180 2000, 180-360 2500</u>																	
MINIMUMS																	
TAKEOFF: _____		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: <u>NA</u>		ILS: <u>700 - 2</u>		LOC: STANDARD							
CATEGORY =====>	COPTER			B			C			D			E				
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA		
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200					
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463					
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620					
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.																	
CITY AND STATE BOSTON, MA		ELEVATION: <u>20</u> TDZE: <u>17</u> AIRPORT NAME: <u>GENERAL EDWARD LAWRENCE LOGAN INTL</u>		FACILITY IDENTIFIER: I-LIP		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: 20 JUN 96 ILS RWY 33L, AMDT 1						SUP:					
												AMDT: <u>ORIG</u>					
												DATED: <u>18 AUG 94</u>					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.							
TERMINAL ROUTES								MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME /RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)		3000 1500		HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
								CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
								ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT NA SIDE OF COURSE _____ OUTBOUND _____ FT. WITHIN _____ MILES OF _____ (IAF)															
2. PROFILE STARTS AT BENNN															
3. FAC: 331.18 FAF: HULLZ _____ DIST FAF TO MAP: 4.38 THLD: 4.38															
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500															
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975															
6. MIN GS INCPT: 1500 GS ALT AT: _____ OM: 1479 MM: 205 IM: -															
7. GS ANGLE: 3.00 TCH: 52															
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500															
MINIMUMS															
TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2		LOC: STANDARD							
CATEGORY =====>		COPTER		B		C		D		E					
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA			
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200			
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463			
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620			
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.															
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:					
BOSTON, MA		AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1				AMDT: ORIG					
										DATED: 18 AUG 94					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.							
TERMINAL ROUTES								MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME / RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)		3000 1500		CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
								ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT. WITHIN MILES OF (IAF)															
2. PROFILE STARTS AT BENNN															
3. FAC: 331.18 FAF: HULLZ DIST FAF TO MAP: 4.38 THLD: 4.38															
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500															
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975															
6. MIN GS INCPT: 1500 GS ALT AT: OM: 1479 MM: 205 IM: -															
7. GS ANGLE: 3.00 TCH: 52															
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500															
MAG VAR: 16 W EPOCH YEAR: 95															
MINIMUMS															
TAKEOFF:		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2		LOC: STANDARD					
CATEGORY ==>	COPTER			B			C			D			E		
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200			
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463			
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620			
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.															
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:					
BOSTON, MA		AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1				AMDT: ORIG					
										DATED: 18 AUG 94					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.							
TERMINAL ROUTES								MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME / RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)		3000 1500		CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND: ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT. WITHIN MILES OF (IAF)															
2. PROFILE STARTS AT BENNN															
3. FAC: 331.18 FAF: HULLZ DIST FAF TO MAP: 4.38 THLD: 4.38															
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500															
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975															
6. MIN GS INCPT: 1500 GS ALT AT: OM: 1479 MM: 205 IM: -															
7. GS ANGLE: 3.00 TCH: 52															
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500															
MAG VAR: 16 W EPOCH YEAR: 95															
MINIMUMS															
TAKEOFF:		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2		LOC: STANDARD					
CATEGORY ==>	COPTER			B			C			D			E		
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200			
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463			
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620			
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.															
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:					
BOSTON, MA		AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1				AMDT: ORIG					
										DATED: 18 AUG 94					

U. S. Department of Transportation Federal Aviation				ILS-STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.							
TERMINAL ROUTES								MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: AT THE DH. LOC: 4.38 MILES AFTER HULLZ LOM/I-LIP 4.53 DME O R A T I-LIP 0.18 DME FIX.							
BENNN / I-LIP 14.94 DME / RADAR (IAF) COHAS		COHAS / I-LIP 9.54 DME / RADAR HULLZ LOM/I-LIP 4.53 DME / RADAR		331.18 / 5.40 (I-LIP) 331.18 / 5.01 (I-LIP)		3000 1500		CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA BOS VORTAC R-030 TO WAXEN INT/ BOS 14 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LYNDY LOM AND HOLD NE, LT, 216 INBOUND:							
								ADDITIONAL FLIGHT DATA: HOLD NE, LT, 210 INBOUND. FASOBST: 216 TANK 421919 / 705754.							
1. PT <u>NA</u> SIDE OF COURSE OUTBOUND FT. WITHIN MILES OF (IAF)															
2. PROFILE STARTS AT BENNN															
3. FAC: 331.18 FAF: HULLZ DIST FAF TO MAP: 4.38 THLD: 4.38															
4. MIN. ALT: BENNN 4000, COHAS 3000, HULLZ 1500															
5. DIST TO THLD FROM OM: 4.38 MM: .42 IM: - 150 HAT: - 100 HAT: - GS ANT: 975															
6. MIN GS INCPT: 1500 GS ALT AT: OM: 1479 MM: 205 IM: -															
7. GS ANGLE: 3.00 TCH: 52															
8. MSA FROM: HULLZ LOM 360-180 2000, 180-360 2500															
MAG VAR: 16 W EPOCH YEAR: 95															
MINIMUMS															
TAKEOFF:		STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: NA		ILS: 700 - 2		LOC: STANDARD					
CATEGORY ==>	COPTER			B			C			D			E		
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA
S - I L S 33L	217	1800	200	217	1800	200	217	1800	200	217	1800	200			
S - L O C 33L	480	2400	463	480	2400	463	480	4000	463	480	5000	463			
CIRCLING	640	1	620	640	1	620	640	1 3/4	620	640	2	620			
NOTES: RADAR OR DME REQUIRED. CAT C & D CIRCLING NA WEST RWY 4L AND 15R.															
CITY AND STATE		ELEVATION: 20 TDZE: 17		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:					
BOSTON, MA		AIRPORT NAME: GENERAL EDWARD LAWRENCE LOGAN INTL		I-LIP		20 JUN 96 ILS RWY 33L, AMDT 1				AMDT: ORIG					
										DATED: 18 AUG 94					

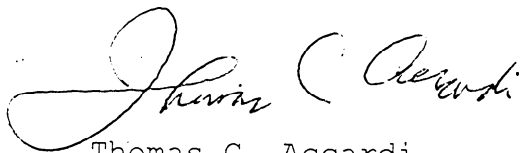
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.



Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, **suspending**, or

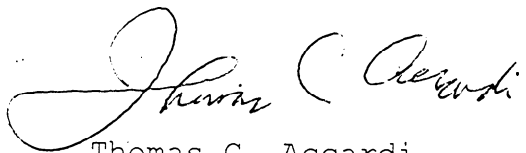
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, appearing to read "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, **suspending**, or

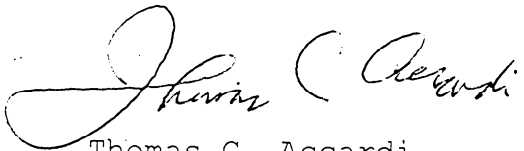
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, reading "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

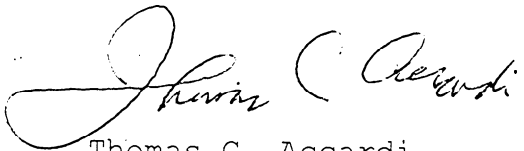
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, reading "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

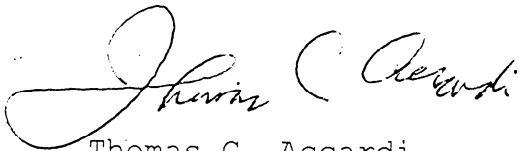
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.



Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

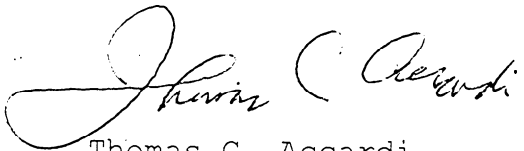
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, reading "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

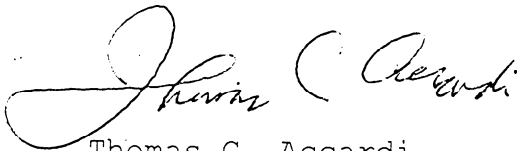
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, reading "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

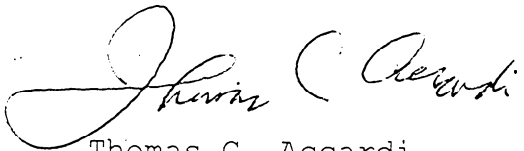
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.



Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

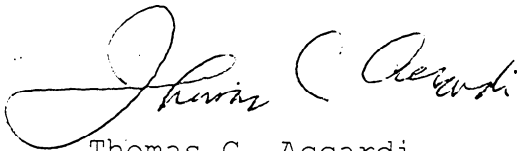
CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It; therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. .

List of Subjects in 14 CFR part 97

Air Traffic Control, Airports, Navigation (Air) .

Issued in Washington, DC on April 5, 1996.

A handwritten signature in cursive script, reading "Thomas C. Accardi".

Thomas C. Accardi
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, . . .
part 97 of the Federal Aviation Regulations (14 CFR part 97)
is amended by establishing, amending, suspending, or

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.

MESQUITE

MESQUITE METRO

Texas

ILS RWY 17, ORIG...

FDC Date: 03/26/96

FDC 6/1862/HQZ/ FI/P MESQUITE METRO, MESQUITE, TX. ILS RWY 17, ORIG...ADD NOTE... ADF REQUIRED. DALLAS LOVE FIELD ALSTG MNMS S-ILS 17... CAT A-C VIS 1 MILE. CHG MISSED APPROACH TO READ AS FOLLOWS... CLIMB STRAIGHT AHEAD TO 2000, THEN TURN RIGHT DIRECT PQF NDB AND HOLD. THIS IS ILS RWY 17, ORIG-A.

SALT LAKE CITY

SALT LAKE CITY INTL

Utah

ILS/DME RWY 34R AMDT 1A...

FDC Date: 03/29/96

FDC 6/1930/SLC/ FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 34R AMDT 1A...THR CROSSING HEIGHT /TCH/ 53 FT. THIS IS ILS/DME RWY 34R AMDT 1B.

SHERIDAN

SHERIDAN CO

Wyoming

ILS/DME RWY 32, ORIG...

FDC Date: 04/03/96

FDC 6/2008/SHR/ FI/P SHERIDAN CO, SHERIDAN, WY. ILS/DME RWY 32, ORIG...CHART... GS ALTITUDE AT 13.00 DME 7925. THIS IS ILS/DME RWY 32, ORIG-A.